

# Buoy 13

VOLUME XXXI NUMBER 2

FALL 2008

NEWSLETTER OF THE THIRTEEN U. S. COAST GUARD DISTRICT AUXILIARY

To: ALAUX

From: CHDIRAUX

## ALL HANDS - COMMANDANT'S CORNER (2.0)

1. FYI:

To the Men and Women of the United States Coast Guard,

Today I am excited to announce the next step in our efforts to participate in the increasingly relevant and collaborative social media environment. The intent is to expand the Coast Guard's ability to reach a wide audience, and communicate in various ways that may appeal to different individuals. As one of my Facebook friends told me, "Communication is the beginning of understanding," and we hope to enhance understanding of the Coast Guard through maximum transparency.

Rather than spamming you with the details here, you can read about it at the new Commandant's Corner 2.0, ([www.uscg.mil/comdt](http://www.uscg.mil/comdt)), on the iCommandant feature. You will notice that you are able to leave comments. Let me know what you think and how we can use this new information environment to enhance our ability to work together, take care of one another and better serve the public.

Stay Tuned!

*Admiral Thad Allen*

**Commandant, U.S. Coast Guard**

2. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of



current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

3. CG-542, sends

## GOODBYE, FAREWELL, AUF WIEDERSEHEN, GOODNIGHT..... NOT QUITE

*Commodore Bruce Miller*

I need to start this by thanking the members of this District for letting me lead the past two years. I never imagined I would be in this position but it is often those things that surprise us most that we relish.

The Coast Guard Auxiliary is an organization that resists change and yet is full of members that wish things were different. District 13 is no exception

**FAREWELL CONTINUED ON PAGE 13**

Visit the 13<sup>th</sup> USCG District Auxiliary Website at: <http://www.D13cgaux.org/>





# HOMELAND SECURITY UNITED STATES COAST GUARD OFFICERS 2009 <sup>1</sup>

Commandant	ADM Thad W. Allen
D-13 District Commander	RADM John P. Currier
CHIRAU	CAPT Mark Rizzo
D-13 Chief of Staff	CAPT Roy Nash
D-13 Prevention Division Chief	CAPT William Devereaux

## DISTRICT THIRTEEN DIRAUX OFFICE

DIRAUX 13 <sup>th</sup> District	Andre Billeaudeau, LCDR, USCG
Ops Training Officer (OT0)	CWO2 Stephen Jones, USCG
DIRAUX Staff	SK1 Kenneth Hailey USCG
DIRAUX Staff	Shirley Blanchett
DIRAUX Staff	Charles K. Claytor

## AUXILIARY ADMINISTRATIVE ASSISTANTS TO DIRAUX

AUXOP Facility Inspections	Gary Proudlock
AUXOP Testing Coordinator	Jack Feather

## USCG AUXILIARY D-13 BOARD

National Commodore	NACO Nicholas Kerigan
Director of Auxiliary	LCDR Andre Billeaudeau
District Commodore	COMO Dennis Hoppman
District Chief of Staff	DCOS Peter Raiswell
District Captain-North	DCAPT-N Stephen M DeMaggio
District Captain-East	DCAPT-E Kathy Goodwin
District Captain-South	DCAPT-S Dean Wimer
President, Past Captains' Assn	Larry Graves
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District Administrative Aide	Bonnie Kesson	D-AA
District Administrative Aide	Sharon Reseck	D-AA
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DSO Aids to Navigation	Joe Baney	DSO-AN
DSO Aviation	John W Warner	DSO-AV

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DSO Materials	Matt Epstein	DSO-MA
DSO Marine Safety	Harry S Ota	DSO-MS
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DSO Publications	Patrick L. Wills	DSO-PB
DSO Public Education	Keith E. Harding	DSO-PE
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DSO Program Visitor	Hoyt Hatfield	DSO-PV
DSO Vessel Examination	Joseph Lecointe	DSO-VE
D-13 Historian	Robert J. Lyden	

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***The NEXT Buoy 13 DEADLINE***  
***is --> 20 February 2009 <--***

*Buoy 13 will be published three times in 2009. Newsletters will be issued as PDF's on 1 April, 1 August and 1 December.*

<sup>1</sup> 2009 District Staffing projections as of November 2008

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*VCO Dennis Hoppman receiving his new shoulder boards as District 13 Auxiliary Commodore for next year. Photo taken by RCO Dean Wimer at Great Wolf district meeting September 2008*



*National Commodore (NACO) Steven M Budnar at District 13 meeting at Great Wolf in September 2008. Photo by Dean Wimer*

## THE IMPORTANCE OF TELLING YOUR AUXILIARY STORY

### Part Two

By LCDR Andre Billeaudeau

*This is part two of a series exploring the reasons why telling our Auxiliary story is important. This article explores modern trends in telling our story and how distributing our story at all possible levels will directly impact recruiting, retention and mission execution.*

At the end of Part One I emphasized the potential to enhance our internal and external communications methods due in large part to the modernization of communication trends. Specifically I identified and recommended Auxiliary members use streaming digital, web-based audio & visual messaging as I believe it is the best “tactical” and “strategic” communications tool short of delivery of a message face to face.

I suggest and encourage that every Auxiliarist learn about the rapid changes in communications technologies going on around them and then use them to the organization’s advantage – to recruit, retain and train our membership. To do this effectively one has to understand the term “Web 2.0” as it has emerged as a catch-all to describe the emergent digital, online, interactive capability defined as:

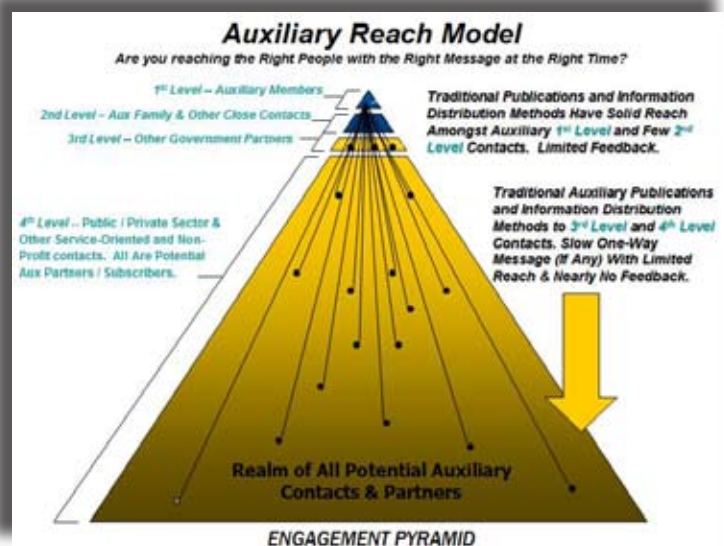
*...a living term describing changing trends in the use of [World Wide Web](#) technology and [web design](#) that aims to enhance [creativity](#), information sharing, collaboration and functionality of the web.<sup>1</sup>*

Merely by reading this electronic story in your new Buoy 13 (delivered to your email in **Portable Document Format**, or PDF) you are actively taking part in a Web 2.0 revolution of enormous proportions and implications.

Perhaps only a few months ago you might have expected to receive this same document in the mail as an expensive paper-based product which required trucks, airplanes and scores of people to ensure it was

delivered to your home or business. Once delivered you would have one copy at your home where you could read news and information that was at least several weeks old.

Your single paper version of the Buoy 13 might have been shared with you immediate family but, I’m guessing, it didn’t always find its way too far out into your social network. I’m guessing it probably never reached (thus never influenced) other societal leaders who share many of the same goals or ideals but didn’t know about the Auxiliary. I’m guessing your old Buoy 13 had a short lifespan. The following graphic depicts the limits of classic paper-based communications and the limits on their reach and influence.



*Example of pre-Web 2.0 Auxiliary information distribution limits.*

Now, I’ll ask you to think about the potential of Auxiliarists routinely using Web 2.0 practices to aggressively and inexpensively capitalize on the opportunity to deliver the RIGHT Message, to the RIGHT People at the RIGHT Time. Achieving the 3 R’s is possible today without all the middlemen, carbon-emitting delivery engines and layers of delays. In the year 2008 we can achieve strategic message proliferation like never before.

For example, all or part of this PDF Buoy 13 publica-

<sup>1</sup> Wikipedia: [http://en.wikipedia.org/wiki/Web\\_2.0](http://en.wikipedia.org/wiki/Web_2.0), accessed Sept 20, 2008



## TELLING AUXILIARY STORY CONTINUED FROM PAGE 4

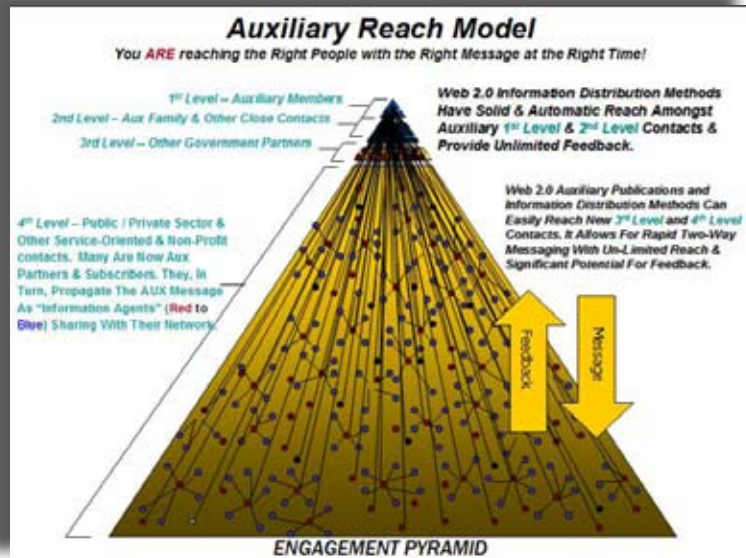
tion can be forwarded RIGHT NOW to those you know who have been *considering* joining the Auxiliary; those who already know a little about the Auxiliary but should know more (think active duty Coast Guard members – your nearby station commanding officer perhaps?) and those with common maritime and service interests like the [Sea Scouts](#), [Power Squadron](#), [American Legion](#), [Citizen's Action Network](#) and other not-for-profit or service organizations.

For hundreds of years traditional magazines have competed for subscriptions and have coveted their subscribers – while this trend still holds today (albeit shifting rapidly to online sourcing) my suggestion here is that the Auxiliary leadership both *think* and *operate* like a Fortune 100 for-profit magazine in a quest to build a broad, diverse and engaged receiver or subscriber base to routinely deliver your message. The great news is the subscription and delivery charges are nearly cost free.

I suggest the simple act of advertising, promoting and distributing Buoy 13 and other Auxiliary publications through a routine, organized and measured “subscriber” practice could yield significant results in reaching, educating and informing, recruiting and retaining new and existing Auxiliary members. More-

over the outcome of this enhanced distribution method can generate a new layer of Auxiliary followers who might not ever join the Auxiliary per-se but act as service agents who promote the philosophies and goals of our organization at every opportunity amongst contacts the Auxiliary would never have had a chance to reach previ-

ously. The following graphic depicts the unlimited nature of Web 2.0 networked communications and its potential for reach and influence.



*Example of Web 2.0 information distribution and influence opportunities*

In 1928 Herbert Hoover called for “A chicken in every pot and a car in every garage;” as part of his successful presidential bid...likewise, I suggest we seek to have an information campaign which puts a “Buoy 13” in every inbox! The dividends could be incredible.

## Social Networking in a Web 2.0 World

Much of what’s been written here thus far has concentrated on a single communications product (a magazine) and its ability to be distributed rapidly and broadly. This phenomenon is both catalyzed and enhanced by a system of human-to-human contact nodes and hubs which make up the constructs of Social Networking.

In 1973, Mark Granovetter introduced a social networking concept in his seminal article *The Strength of Weak Ties*. In it he theorized that society is made up of dense clusters of tightly connected nodes of individuals. Some of these “nodes” have weak links to other clusters of individuals as is pictured in the graphic above – the red and blue clusters -- which serve as bridges between their “worlds”. These weak links prevent any cluster from becoming isolated.

## TELLING YOUR AUXILIARY STORY CONTINUED ON PAGE 6



**TELLING AUXILIARY STORY CONTINUED FROM PAGE 5**

This simple explanation supports the idea that if we, the Auxiliary, can identify, inform, influence or educate certain people within our society they will in fact act as agents for the Auxiliary through their transmission or sharing of our ideas and concepts with others in their own networks.

Over the past decade the theory of Social Networking has gained in importance as its effects are “super-charged” within a Web 2.0 world. In today’s digital world one can influence hundreds or thousands of individuals without ever having met them, spent time with them or had a direct conversation with them. This type of influence was once reserved for our social elite, athletic heroes or powerful politicians as they held control or sway over limited communication *distribution* outlets. Most of us born in the early 1970s or before I’m sure can relate; remember when a TV’s dial (yes dial) had only 13 channels and there were only 3 networks.

Today, anyone can tune into any type of news, entertainment or other form of communications from all over the world with a click of the mouse. The communication monopolies are gone forever and information is not bounded by any physical domain. An individual such as a Flotilla Commander or a network of individuals, say a district’s Auxiliary Qualification Examiners, can function freely unchained from time or distance limitations to project ideas, training or lessons learned nearly unrestrained.

As an example of this power of *reach*, I spent only a few minutes to video myself (using only a cell phone) while actually writing Part One of this story. I posted it on You Tube as an example of today’s enhanced communication options.



One hundred and twenty five readers visited my 14-second video example and heard my message of “Web 2.0 Made simple”. The ratio here is significant: I spent no more than 3 minutes taping and posting the product (180 seconds) and I received 2,250 seconds in return of “tuned in” viewer message attention (audio, visual and *written feedback* – *an option nobody used yet*) from a broad swath of dispersed Auxiliarists.

*A screen shot image of the You Tube-based example of networked messaging. The tabulation feature notes that 125 viewers had visited the site since March 2, 2008.*

Further, the readers were primarily accessing this link from our last paper-based “Buoy 13” publication where the exact URL<sup>2</sup> had to be exactly typed into a web site – imagine the impact if it was a linked PDF Buoy 13 (like this version!). We can all see the difference an imbedded or linked URL makes in a feature story as compared to one which is not – simply visit <http://www.youtube.com/watch?v=dgp6Sr-nLUk> to see how many more visitors (above today’s 125 count) will have watched the simple message posted more than six months ago. I’ll bet we surpass 125 new viewers within a month of publication.

*This is the end of Part Two. In Part Three (yes I know, I said there would only be two parts) I’ll explore Knowledge Management and highlight KM issues that could be utilized to improve the Auxiliary’s recruiting, retention and mission execution.*

<sup>2</sup> Uniform Resource Locator: a protocol for specifying addresses on the Internet.

## MY VIEWS ON LEADERSHIP

*Dennis L. Hoppman, VCO*



**The Auxiliary as a uniformed organization of civilian volunteers, presents unusual leadership and management challenges.** (Chapter 1. Section E. Introduction AUXMAN)

*Dennis is on deployed status with FEMA in Austin, Texas as of this moment. He has asked that this article be repeated as we still need to learn to work together.*

Any one that has accepted a leadership role in this organization cannot in any way disagree with that statement.

Some say it's like herding cats, or pushing a wet line, and a hundred or so cute but true ism's to describe the leadership roles of the Auxiliary.

Now that we know the truth of the matter, why do we find it so hard to get a plan together that works? My observation is that this is a personality driven organization, first, and then followed by whatever rules of leadership and management that are needed to function. It isn't right but it is true.

I have had ample opportunity to witness the "good ol' boy clubs" in action and for those who believed that went out of style years ago, they're hiding their heads in the sand.

O.K. I have established a "tone" here, a theme to bring out some ire in a few of our more established members and hopefully to get the attention of newer members that may be headed down the wrong path.

Leaders are not born. Leaders are made. Some leaders have a natural ability to use some skills and do have the capacity and capabilities to take action and head in the right direction, but only after they have had specific training and guidance.

**Leaders and management capability rests on the Auxiliarists' consent and on effective leadership skills.** (E.1. Leadership)

No group can function effectively without direction and goals. Most successful leaders are individuals who practice good human relation skills. Effective Auxiliary leaders convince Auxiliarists to accept personal responsibility for task and mission accomplishment for which they have volunteered.

Am I headed in the right direction with this? I don't want to miss the mark or the message.

As the Chief Of Staff I have the privilege to lead the appointed DSO's who in turn have the privilege and the awesome task of leading the SO's and on down the line.

This is where the real leadership skills that we need come in handy. This is where the good ol'boys club has to fall by the wayside. Parting the personalities from the leadership role is now of great importance.

I'm asking all of you to consider reading the Auxiliary Manual, Chapter one and taking a long look at how you do business in your Flotilla's and Division's, Is there room for improvement?

Do you see trends setting in the management style that just have no place in a professional environment?

Are there Honor, Respect and Devotion to duty that is so paramount to effectively manage and engage a large group of volunteers?

If you have doubts, then as responsible members who have taken an oath to abide by the Commandants directions, you must act accordingly and swiftly to change things for the good of the unit and the Auxiliary.

It is not my intention to lecture, it is my intention to advise, lead and manage a great organization that has the potential to set the National standard for leadership skills.

I want to thank you all for electing me Commodore of this great district and I assure you, all of you, that I will act with Honor, Respect and Devotion to duty.

Semper Paratus.



## REAR COMMODORE REPORTS (RCO)

### RCO – EAST

**JO ANN HALL**

RCOs are charged with geographic responsibilities and are to foster growth through development of an active membership recruiting program. They are to ensure compliance with the CG and Aux policy by all Aux units and members, using the chain of leadership. They have programmatic responsibilities within their region.



As RCO of Eastern Area, these are my duties, duties that are made easier by the members and leaders of my Divisions. These are folks who look after and care about each other. I have had very little adversity in the 2 years I have spent with my “teammates” and I will continue to give praise and gratitude to those who are carrying the ball in making these great Divisions “work” for the good of the District and the Coast Guard family.

Eastern Area conference was held in Helena Montana the third weekend of July. We had visitors from all the states of the District. It was awesome to have the Excom, with Paul Bellona standing in for LCDR Andre Billeaudeaux, in attendance. We met on Fri night at the Fort Harrison facility, the home of the original Special Forces. On Saturday, with some of the members on the water at beautiful Canyon Ferry Reservoir, others of us spent time viewing the famous Gates of the Mountains, part of the Lewis and Clark adventure. We were pleased to have LCDR Martin Smith of the Coast Guard as our evening speaker and presenter of special Coast Guard Awards to many of our deserving members.

Our three Divisions have been building membership and attending many training classes. This is what will continue our retention and build our numbers as they include their current members in all activities and show potential folks what fine work the Auxiliary does.

This year we have watched the “stand-up” of a new flotilla 88 in Division 8 and a 50<sup>th</sup> anniversary of Fl 81. Idaho’s Division 11 hosted an AMLOC class and Division 10 has a new Division Captain, Jim Armstrong. The many activities of each and every member are too numerous to list, just know that we in the Eastern Area are alive and doing our part for Team Coast Guard.

As the year comes to an end, I reflect on what has happened here in the Inland area of D13, but more importantly, I look to the future with great anticipation of what is to come. We have a new District Captain, Kathy Goodwin, coming on board and I know she has the Eastern Area uppermost in her heart, as well as on her mind.

I finish this year with much pride in all we have done and will do and I ask that you take care of each other and continue to.....PRAY FOR PEACE. Respectfully, JO Ann Hall, RCO-E



### RCO – NORTH

**PETER RAISWELL**

The Northern area has been a productive place for the last several months. Each of our four divisions have been active in the classroom, active on the boat ramps, active on the water, active in augmentation to the Coast Guard and active in the recruitment and retention of members.



**RCO REPORTS CONTINUED PAGE 9**





We started off the year by forming the Northern Area Leaders Group consisting of the four division captains, the four division vice captains and the two coordinators to active duty bases. This group has met several times in person and several times by way of telephone conferences. These meetings have been a forum for exchanging ideas and best practices, as well as for planning and coordinating activities. I think we have all come better to appreciate each other's jobs, perspectives and challenges in a more unified and cooperative manner. The fact is that, while we each have individual jobs, we are interdependent when it comes to achieving the best results for the good of the auxiliary and our members.

Much has changed for the auxiliary as the active duty adapts and reorganizes to meet changing needs and circumstances. We are being told from all directions just how important a contribution we make. We support and augment the active duty in many activities, and lots of members do that throughout our four state area. At the same time our "traditional" mission of recreational boater safety continues to require our very best efforts. Boating accidents, deaths and injuries are rising and we are being asked to increase our activities in this area. More public education, more vessel examinations, more information distributed at boat ramps and marine businesses. The fact is we are only scratching the surface in these area relative to the number of boats and boaters. Recreational boating should be a fun and safe activity for those who pursue it. What we do is critical in that regard, so if you (yes, you!) think you can do more to help get trained, get qualified and get going!

Like the active duty we are a small organization when looking at the tasks we are being asked to perform. Each member is critical and so is each member's contribution. The better trained we are the better we can perform the jobs for which we qualify. We can, and do, make a big difference to the boating public and to Coast Guard missions. Our flotilla commanders are critical in leading these missions of the auxiliary, and in preparing and training members. It is they who spearhead recruitment efforts, they who arrange for education and training, and they who guide newer members in their auxiliary careers. We should all be grateful that we have dedicated people willing to undertake these critical tasks, and we all thank them for what they do. As we also thank each and every member for the terrific work that is done on a daily basis by so many dedicated people in the auxiliary.

## **RCO – SOUTH**

### **DEAN WIMER**



Greetings Fellow Auxiliarists!

As I have traveled throughout our great district, I have encountered many outstanding Auxiliary members. I have been impressed by the number of missions you complete and the breadth of these missions! Everyone is so involved and so motivated that it is hard to understand why we are not showing off our successes as well as we should.

Why should I, or anyone else, have to travel to an area to discover the successful activities being conducted by our fellow Auxiliarists? If your fellow Auxiliarists have trouble finding out what you are doing, I ask, "How well is the public being informed?" I was recently talking with the DSO-PB concerning information available for publication in our *Buoy 13*. He has to struggle to get information for the publication. He is also the publisher of another Division publication and struggles to get information from Flotilla Commanders and Division Staff Officers. Some Divisions are better at getting their stories told

and I commend them!

Our DIRAUX is doing great things for us! They are





**RCO REPORTS CONTINUED FROM  
PAGE 9**



## DISTRICT STAFF OFFICER REPORTS (DSO)

the best we have had and I ask, "Are we doing all we can to support them?" We live in an INFORMATION age! Information is vital to the health of any organization! Are we being RESPONSIBLE as Auxiliarists, making sure information is available to the Director and our Commodore? When the Director and the District Commodore meet with the District Commander to brief him, are they given the necessary information to give the full story? Believe it, the more Auxiliarist good activities the District Commander hears about, the better he supports our programs!

Every Auxiliary officer and staff officer of this organization made a pledge to "maintain high standards in all Auxiliary programs and activities, never compromising honesty and integrity." When we fail to report and share our successes and failures with everyone in the program, are we living up to our task "to develop the Auxiliary programs to the maximum efficiency to promote closer liaison between the Auxiliary and the local Coast Guard units, constantly reminding the members that their actions reflect not only on the Auxiliary but also on the Coast Guard."

I am not talking about activity reports that go into AUXDATA! I am talking about "**Telling the Story!**" You are all doing outstanding things, and you let yourself believe that you are just doing what is normal, but I tell you that you are doing **SPECIAL things for the Coast Guard and our Nation!** You need to be proud of what you accomplish and you need to show off to our members and the public! Brag up the chain of leadership! Every RCO (soon to be DCAPT) should be flooded with information about what you are doing! The SO-PB's and the DSO-PB should be struggling to determine what they have to leave out of the next publication!

Winston Churchill said, "**The price of greatness is responsibility.**"

We are a great organization and we have a responsibility to let everyone know! I now pledge to you the members of USCG Auxiliary District 13, that I will endeavor to work harder to show off our organization and our Auxiliary members during the year to come!

*New home for 13<sup>th</sup> District Coast Guard blog*  
<http://uscgd13.blogspot.com/>

### DSO-Aids to Navigation: Joe Baney

**Department of Prevention  
(Marine Safety)**

**Navigation Systems Division (NS)**



Note:

**Renaming:** The Department of "Aids to Navigation" has been changed to "Navigation Systems Division" in order to realign the Auxiliary with the Coast Guard. This change was approved by EXCOM last June; implementation of this change is pending guidance on an effective date. All Staff Officer titles have been changed as well to "NS". This better reflects the expanded opportunities for Auxiliary involvement in the Coast Guard Navigation Systems program area. Activities covered by the Coast Guard under Navigation Systems include Visual Navigation Systems, Vessel Traffic Services, E-Navigation and Navigation Standards. I will report more about it as updated news becomes available. .

### Change Analysis for Chart-Updating Reporting:

Change Analysis is an appropriate term for the type of investigation requested by NOAA for proper chart update reports. In effect we are asked to look at the current editions of their documents (NOAA Charts, Light Lists, Coast Pilot, etc.) and to compare them to the existing environment. NOAA is asking: "**What has changed?**" It sounds simple, but it necessitates for the observer to document and prove that the change actually occurred.

As observer you have to convince the remote cartographer that your observation constitutes a valid change. Start your report with a brief summary and then complete the job with proving your point to the cartographer.



**DSO REPORTS CONTINUED PAGE 11**





Using the new locating and depth taking guidelines immediately adds credibility to your report by showing that you pre-calibrated your instruments and are reporting quality control readings while at the scene. Photographs put the cartographer visually at the scene as long as you document your location with a fix and add a fix for the object you are reporting. Adding an already charted object to the photo background further enhances your report's credibility. Plot all details of your observation on a copy of the part of the chart in a neat and professional manner that shows the change, show it in red or highlight it in yellow. Attaching a **CU04-Chart Updating Worksheet** when multiple locations exist is required to prove your premise. Adding any evidence that is corroborated by a registered engineer add great credibility to your report. If something has been removed try to provide a formal statement from the corporation or municipality who removed it.

Have you proved that the change occurred? Let another member read your report to get a second opinion.

You can further enhance your point by checking the Internet for data that substantiates your reported changes. Local harbor masters may have information. Maybe local newspaper articles add credibility. NOAA does not have time to perform the research. That's why they have asked the Auxiliary to provide documented change analysis.

The greatest satisfaction gained from the Chart Updating program is to feel that you have proven the premise of your report and that you have submitted a highly professional report to NOAA. You have analyzed an observed change and have proven your point with the preponderance of the evidence that you submit.

The following examples describe multiple examples for chart analysis.

### **Airports and Landing Strips:**

Report new or discontinued facilities. Airport facilities should be plotted even when they can't be seen from the water because mariners can usually see the rotating beacon, the arriving and departing aircraft,

and other clues to their existence.

Show the extent of the airport, the location of the control tower, the start and end of the runway(s) and their direction as a true bearing. Show the name of the owner, the POC – person of contact, a telephone number and an e-mail address. Also report any Federal Regulations regarding roles to the approach to the area.

Also check the **Coast Pilot** for reference to the airport.

### **Anchorage:**

Report normal and emergency anchorages. Review the **Coast Pilot** for official boundaries of anchorages. Often the structures used to define existing anchorage boundary bearings have been torn down and making the recorded boundaries meaningless. Check the **Coast Pilot** for these reference errors.

Take fixes to validate the existence of boundaries. Check their location by plotting them on a nautical chart. Take digital photos from a high point to support your report. Include a SCF – Small Chart Facility report with your Chart Updating report. If the facility does not meet the criteria for a SCF update, submit the data as a Coast Pilot Update.

### **Bridges:**

Report official name of bridge and bridge owner, names of cities or town connected by the bridge and official route number or railroad names that cross the span. Attach a copy of a small chart section and a copy of the local roadmap where the bridge is located.

Vertical clearances of bridges and overhead are in feet above mean high water unless otherwise stated. Clearances of drawbridges are for the closed position, although the open clearances are also given for vertical lift bridges. Whenever a bridge span over a channel does not open fully to an unlimited clearance position, a minimum clearance for the section over the channel should be given; the same guidelines apply to swing and pontoon bridges with openings less than 50 feet horizontally.





Clearances are supplied or authorized by the U.S. Coast Guard. They may be as built (verified by actual inspection after completion of structure) or authorized (design value specified on the permit issued prior to construction). No difference is made between as-built and authorized clearances.

**DSO-Materials: Matt Epstein**

**District 13 Materials Store**

The District 13 Materials Store is in service and available for all Auxiliary members after being closed down for a period of time. I am trying to get inventory that will be useful to you. You can help this endeavor by letting your Materials Officer know your wants and needs. This is YOUR store; I only manage it.

I have put on open stores at the last two District 13 Conferences. I would urge everyone to come to the next district conference in February and see the District Store in action. You can see and touch the merchandise as well as save on shipping costs.

I have had members ask about taking credit cards. I am sorry to say that due to extra fees and charges, it is not feasible to accept credit cards. We would lose too much of our profit.

We are in the process of setting up an online inventory and order form for members to access through the D13 web site.

I am really enjoying managing the materials store and getting to know many of you. See you in February.

**DSO-Public Education: By Keith Harding**

The Weekend Navigator Course

Good News! The long awaited Weekend Navigator course is now available. The materials may now be ordered from Joann Hall, ADSO-MA. The Weekend Navigator Instructor Kit, #10351 @ \$25.00. The



textbooks, certificates, student study guides, etc. are \$300.00 for a package of (10) , order #10350.

The Weekend Navigator is a "public education" course only and replaces the ACN/BCN course. The Weekend Navigator does not replace "Aux Nav".

The course is divided into main parts. Part I covers chapters 1-5 and includes most of the familiar information and skills needed for "dead reckoning plots". These chapters cover most of the "paper navigation" that is so familiar to those of us that have taught the old ACN/BCN. Part II contains the "electronic navigation" information and topics in chapters 6-28.

The Weekend Navigator course is probably 26 to 30 hours in length, if you cover all of the chapters. There are student exercises and study question in the student study guide and at least (3) sample cruises. There is no test. This is not a NASBLA approved course and does not meet the requirements for mandatory education.

A great deal of initial preparation will be needed by the instructors planning to teach this course. Instructors should read the chapters of the book and work out the student exercises and sample cruises. The Power Point presentations for each chapter are available from the "elibrary" of the National "E" Department on the Auxiliary National web site.

If you have questions or find errors, send them to me by e-mail at [bkhardingwa@earthlink.net](mailto:bkhardingwa@earthlink.net) . I will answer and/or forward errors and questions on to the National level for answers and correction. Any course of this complexity will have some errors and problems. We need to be patient and carefully read and review the materials. There is an Instructor's Guide that will help with presentation ideas.

I know that you will enjoy teaching this updated and modern navigation course.



Thank you for all your prayers and support during Frank's illness and subsequent death. You will never know how much this has meant to me.

Sincerely,  
Glenda Ramer & family





to that. As an elected leader, it is an interesting challenge to implement the changes that come at us, fend off the ones that are not so well thought out, and yet keep everyone having fun, staying safe and getting the important work done.

This fall we elected our first District Captains and Division Commanders. New titles, same responsibilities, but a way to respond to the ever changing world of the Coast Guard that we serve. More changes are inevitable but as yet undefined. If you think this is a static organization, spend a little time reading what the Commandant is up to and you will quickly develop another view.

I am looking forward to my next two years on the District Board. COMO Hoppman, and District Chief of Staff, Peter Raiswell are dedicated to serving you, the member, and it will be my pleasure to help any way they need me. I'll likely have a more relaxed look on my face but will certainly be available. I like providing service to you, the member, and offer my assistance to continue doing that for these next two years.

The wonderful hospitality I have experienced in all areas of this District is much appreciated. Thank you for all that you do.

Semper Paratus



### **DSO-Personnel Services: Emily Chaput**

#### *More on Recruiting and Retention: Mentoring*

Member retention within the Auxiliary is still a problem. The personnel department has been working on this issue for a long time and one of the resolutions that has not been looked at closely enough and put into good use is the mentoring program.

Webster describes **mentoring** as "*teacher, coach and friend*." It doesn't take much within the Auxiliary to be a friend. Many of us find ourselves coaching fellow Auxiliarists' from time to time and don't even realize we are doing it. What many don't want to think that we are doing is "teaching". Are you qualified to be a "teacher"?

Let's take a good look at what mentoring is all about.

Back in the **Navigator** in Spring 2004 Bill Edgerton, past National Commodore, spoke in the article "Mentoring Revisited":

"Mentoring is not just limited to achievement of training goals but also includes development of those members who display the potential to become future leaders within the Auxiliary..."

"Mentoring is often accomplished without the formal designation of mentor and without realization that mentoring is being accomplished."

"The mentoring of our future leaders can and must be accomplished either way, openly or subtly, in order to ensure the future of the organization."

"...we as leaders need to seek out and identify as early as possible those members who display the interest and potential to assume leadership positions, and then work with them openly or subtly..."

"... it is part of our job to prepare others to assume our positions and that it is not simply to make them aware of the duties of each office."

Recruiting is taking place. Without mentoring the





new recruits, they are not staying. It is without fail that without the nurturing process they are gone before the first two years. Thus, we have no future.

It is up to each Flotilla Commander and Vice Commander to team up with the Personnel Services officer and create a solid recruiting team. When a new member comes into the flotilla the interview is filled out and the "listening" is done as to what interests the new member might have. Potential avenues are offered and a like mentor is chosen. This does not mean that the member chosen to mentor this individual be an expert in all flotilla activities and programs; it means he is a resource for the new member to go to for answers. When the mentor needs to research the answer to go back to the new member, so be it.

Stand beside them when they take their oath of membership. Call to remind them of the upcoming meeting and greet them when they arrive. Sit with them and be of assistance when they do not understand a part of the meeting process. Introduce them to other members of the flotilla and especially members of like interests. Hold phone conversations fairly frequently and meet for coffee at least once a month outside the regular meeting to help with any tasks they are attempting to complete.

Age and length of time in the Auxiliary is not a requirement to be a mentor. Willingness to share and coach or teach what you had to do when you were a new member is the entire requirement it takes to be a mentor. The reward you receive is the satisfaction of knowing you helped another complete a hurdle into becoming a crew member or a staff officer by simply sharing what you know. Now, are you qualified to be a teacher? I believe so.

*Each one of us* is of valuable and needed to help mentor others within the flotilla, whether it is on a one-on-one or just for a specific topic or day, we need to work together to make it happen. If we neglect the responsibilities we have in enriching our flotilla we are doomed for failure. When you mentor, you learn as well and stretch your knowledge base. One of the most important rewards is self-esteem and personal enrichment.

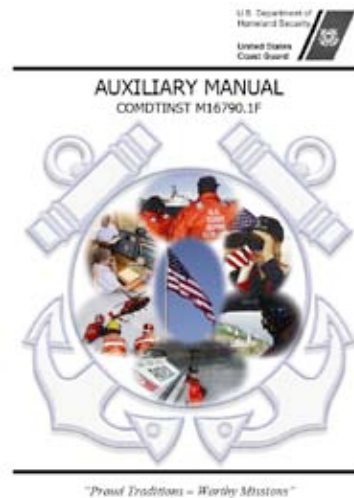
To make the mentoring program truly effective, the mentors need to go through a formal program instructed by the FC, VFC or other designated person outlining what is expected of the mentor in regard to the results of the mentoring program. Gail Fisher, DC-T, has written a formal "Mentoring in the Boat Crew Training Program" which is in print and available for distribution. As for other mentoring programs, this guideline followed by the FC, VFC or FSO-PS checking on the progress of the mentormentee progress, once assigned, is recommended for success of the match. Not every match is going to make it. If that is the case, reassign the team.

It is also very important when mentoring that you stick to USCG Auxiliary policy and "*go by the manual*." Lead by example. Always wear your uniform properly and encourage your new member to obtain the proper uniform as it is available and appropriate. (Dickies won't do. Remove the idea from your mind *and* the wardrobe.)

When you are out on patrol, always follow the USCG guidelines and obtain proper orders, explain what is needed, wear proper gear—*follow the manual*.

Your authority and *respect* comes with your being *truthful* and *honest* with your mentoring. Don't say, "Well, the book says, but we do it this way." Their respect for you and the organization will immediately drop. It is very hard and near impossible, to regain respect. *Follow the manual*.

Mentoring is essential for the future of our organization. Each one of us needs to take part in this process in formal or informal manner. The rewards are immeasurable for the individual and quite measurable for the organization. Remember, we are Team Coast Guard and this is accomplished working together for the good of our flotilla, division and district. "Go Team"







*Team Coast Guard Safety Booth at the Marine Science Safety Fair, Newport, Oregon in June 2008. L to R, Staffers are SN Brandon Darce, CG Station Yaquina Bay, Auxiliarist Larry Cox, FC 54, and FN Jeff Hudson, CG Station Yaquina Bay.*



*Team Coast Guard Safety Booth at Hatfield Marine Science Center SeaFest event in Newport, Oregon. 27 June 2008 Booth was staffed by Larry Cox, FC 54, and FN Jeff Hudson from CG Station Yaquina Bay. Op fac in background.*



#### **BRIEF HISTORY OF THE OFFICER SNOOK PROGRAM**

*The Officer Snook Water Pollution Program was created in 1993 by Jennifer Sevin, then a high school student, for the purpose of educating children about the causes, effects and solutions to water pollution. In 1994, the Officer Snook Program was incorporated into the U.S. Coast Guard Sea Partners Campaign. Since its inception, the Program has expanded tremendously and today targets a variety of audiences using multiple educational methods and community activities nationwide and abroad. To date, the Officer Snook Program has educated well over 6 million students and over 350,000 educators nationally.*

*Officer Snook of the Marine Safety Program at the Eugene Safety Fest, June 22, 2008 sponsored by Flotilla 52. Auxiliary photo provided by Donna Cox, SO-PA, Div 5*

#### **Key objectives of the Officer Snook Program:**

Educate students about water pollution issues and encourage responsible behavior, problem solving and decision making that will sustain marine and aquatic environments. Educate teachers about the important topic of water pollution, encourage water pollution education in existing school curricula and provide educational materials for use in the classroom.

Encourage recreational water users to protect the valuable resources they enjoy and to provide information, materials and assistance in support of this effort.

Improve knowledge and compliance of environmental protection laws and regulations and encourage citizen reporting of pollution violations.

Increase community involvement through volunteer participation in and sponsorship of community events. Encourage youth, residents and visitors to take an active role in educating others.

Enhance and complement existing environmental programs by establishing partnerships with individuals, businesses, organizations and agencies; to exchange resources, information and ideas in order to prevent pollution and protect water resources.

## NACO(E) ANNOUNCES EXECUTIVE & SENIOR STAFF POSITIONS FOR 2009

National Commodore (elect) Nicholas Kerigan has appointed the following individuals to Executive and Senior National Staff positions:

National Chief of Staff (NACOS)- COMO Stephen H. McElroy

National Directorate Commodore, Member Services (NADCO-MS) - COMO Edward E. Sweeney

National Directorate Commodore, Operations (NADCO-O)- COMO Mark Simoni

National Directorate Commodore, Recreational Boating Safety (NADCO-RBS) - Robin L. Freeman

Department Chief - Public Affairs (DC-A) - Robert E. Nelson II

Department Chief - Boating (DC-B) - John T. Potts

Department Chief - Education (DC-E) - Anne R. Lockwood

Department Chief - Information Technology (DC-I) - William C. Pritchard, Jr.

Department Chief - Legal (DC-L) - Donald A. Krispin

Department Chief - Marine Safety (DC-M) - Gregory B. Kester

Department Chief - Operations (DC-O) - David A. Elliot

Department Chief - Personnel (DC-P) - Dante A. Laurino

Department Chief - Training (DC-T) - Kenneth J. Kendall

Department Chief - Vessel Examinations (DC-V) - Peter J. Urgola

## NUMBER ONE

From January 2008 to September 2008 District 13 has grown 13.19 percent, taking top rank in the nation for new member growth. District 13 is followed by District 11 in second place with 12.08 percent and District 7 in 3<sup>rd</sup> place with 11.65 percent. The next question then is, what's the cause behind this growth, and how can the Auxiliary capitalize on it. Commodore Miller has helped in encouraging the importance of retention and recruitment over the past couple of years. The ability to utilize partner organizations and groups, along with the recognition awards offered in District 13 has continued to benefit their retention efforts as is shown in the nation wide membership growth numbers. One such organization utilized by District 13 has been The Citizens Action Network with 350 members to draw from and involve in the Auxiliary. Another important aspect to address with retention is recognition. No one wants to feel that their hard work has gone unnoticed or is unappreciated. With help from people like Peter Raiswell and with the online Pier system coming together in late March; District 13



*These twelve boxes filled to the brim with personnel folders of disenrolled Auxiliarists represent thousands of dollars lost on each member. The administrative costs in time to enroll and then disenroll each member averages between \$100.00 and \$300.00 per event. Each of these disenrolled Auxiliarists was most likely trained in at least one of the many operational specialties. Some of them in more than three or four specialties. The exact amount is difficult to determine, but by estimating based on specific events required to certify members in these specialties we can safely say that most are at least over \$2,500.00 in Auxiliary and Coast Guard time and equipment. In addition, these disenrolled Auxiliarists cannot perform the various tasks that save the Coast Guard thousands of dollars every year, from Search and Rescue to Private Aids to Navigation. Their skills translated into dollars are difficult to determine. Without question, they most likely will not be stressing the importance of wearing a life jacket while water borne to the general public through Boating and Safety classes, which could save the life of just one person. No amount of money can be placed on that loss! A lot of these disenrollments can be avoided when the chain of leadership places more emphasis on trying to keep our membership in tact through verbal communication with the member.*

NUMBER ONE CONTINUED ON PAGE 25



## BOATER PROVIDES EXAMPLES OF POOR BOATING

*Edward W. Gould Flotilla 87, PA, PB.*

Friday, August 22, 2008 0930 we left Blackwell Island on Coeur d' Alene Lake. The facility, "My Girl" manned by Ted Lane, Coxswain, Flotilla 87, Chuck Weathers, Coxswain in training, Flotilla 82 and Ed Gould, Crew, Flotilla 87. Our mission, coxswain training and familiarization of the Coeur d' Alene and St. Joe rivers. About three hundred yards out into the channel we passed within a few feet of a vertically submerged eight-foot log with two to three inches showing above the water. Although floating logs aren't unique in Northern Idaho Lakes, we felt this one to be particularly hazardous due to the narrow maneuverable area of the channel. We discussed the location; log size and how we could safely remove the log. We came up with a plan and closed on the log with Ed handling the gaff and Chuck getting a line around the log we towed it back to Blackwell Island securing the log on the shore.

Then we were off on our mission and around 1:30PM pulled into Harrison Bay for a break and lunch. As we sat eating we watched two boats coming in at the outskirts of the facility, one a 38-foot cruiser the other a 20-foot open boat. The skipper of the cruiser was an able seaman using the wind to his advantage as he docked his boat. Our attention was on the larger boat



*Chuck Weathers swinging back across the stern after checking tow line to submerged log. USCG AUX Photo.*

and then we heard a splash and saw the other boater swimming near his boat. Although, there was no cry for help we quickly realized the boater was in trouble and barely keeping his head above the water.

The skipper from the 38-foot and the three of us ran to the boater's aid and now he was between the dock and his boat. Two try to help him onto the dock and I attempted to get his boat under control and secured. We discovered the man was too large and all four of us had to work to remove him from the water. On the dock he was unable to move for a short time and was wrapped in a large towel for warmth and dried off. He was not in shock and freely spoke with us. He was obviously embarrassed and did not want to give his name but did thank all of us. (All three Auxiliary members are retired law enforcement and in no way consider our actions as a rescue or a life saving. We simply helped a boater from the water.) Looking at his boat and his legs we surmised the following. The boater had pulled up along side the dock, tied the stern off and went to step from the boat onto the dock and fell between the boat and dock, thus scraping his legs on the dock. As we secured his bowline, there in the bottom of the boat was his life jacket neatly folded.

The points of this article are as follows. 1) How quickly events can deteriorate. "Semper Paratus" 2) Don't boat alone. 3) Wear your life jacket. 4) Auxiliary members should pay attention to 2 and 3 and pay attention to the Coast Guard requirement that we stay in shape and watch our weight. If we can't help ourselves, we can't help the public.

*Lifejacket  
Loaner  
Board at  
South Beach  
Marina,  
Newport, OR  
provided by  
OSMB thru  
grant written  
by Flotilla  
54.*





## 'LOOK AHEAD': COAST GUARD AUXILIARY PATROLS CANYON FERRY

*By Alana Listoe - Independent Record*

If there were children under 12 years old wearing life jackets on Canyon Ferry Lake, it's likely Tommy Cockerhan flagged them down to reward them with coupons for free ice cream at Dairy Queen.

Cockerhan, 44, of Lincoln, is a member of the Helena Flotilla of the Coast Guard Auxiliary, which spends hundreds of hours each year on local lakes ensuring safety for all those on the water. And he's not alone. His wife, Kathy, 40, is also among the 24 volunteer members of the Helena Flotilla crew.

The pair, along with crew member Carl Hutchinson and coxswain Jim Armstrong, spent Sunday on the waters of Canyon Ferry Lake conducting a general safety patrol.

They toured the relatively calm water under a perfect Montana sky, checking for permanent and validation stickers on every vessel. They spoke with boat owners about weather and the green murk that has overtaken the water from a recent algae bloom. They spoke with fisherman about the morning's catch. And, they assisted folks with water questions and boat trouble.

"We don't want to do anything but help people," said Armstrong, 50, a small-business owner from Bozeman.

Created by Congress in 1939, the Coast Guard Auxiliary is the uniformed volunteer component of the United State Coast Guard under the U.S. Department of Homeland Security. Unlike official military personnel, the civilian volunteers of the auxiliary are not subject to involuntary assignment or the uniform code of military justice.

Auxiliarists, like active-duty and reserve personnel, must be at least 17 years old and pass a criminal background check. There are no specific physical requirements other than to be able to perform the duties which they volunteered to do and are trained to do. There is no maximum age limit and no minimum service hours required.

Auxiliarists are not paid, but they are reimbursed for operating expenses (for those who own a boat) and travel expenses.



*IR photo by Alana Listoe - Carl Hutchinson, 66, joined the Coast Guard Auxiliary about a year and a half ago. After retiring and a lifetime of being around boats, volunteering with the Helena Flotilla suits him nicely.*

"We get everything but a paycheck," Armstrong said.

Which, he goes on to say, works out just fine for him, because his boat gets the maintenance it needs to stay in pristine condition and he is reimbursed for the gas he burns while patrolling in his 29-foot Bayliner Express Cruiser.

Hutchinson, 66, of Helena, has been around boats his entire life. So when he was looking for something to occupy his time after retiring from the Federal Aviation Administration, the auxiliary seemed fitting.

"It gives me the opportunity to be around boats and give back to the community," he said.

Armstrong has been with the auxiliary for nearly five years and says he uses the same philosophy for his volunteer work as he does in everyday life.

"Look ahead," he said with a grin.

Armstrong, the division captain, is proactive as he scans the water looking for potential hazards like an erratic boat driver or a skier not wearing a life jacket. Being visible is a key component of every mission for Armstrong and his crew.

**AUXILIARY PATROLS CONTINUED ON PAGE 19**

**AUXILIARY PATROLS CONTINUED FROM PAGE 18**

"Recreational boating safety requires us to be out

"We have those who have a sense of duty while some do it to enhance their boating skills," Cockeran said. "It's a way to serve our country without ending up somewhere we don't want to be."

Reporter Alana Listoe: 447-4081 or [alana.listoe@hel-enair.com](mailto:alana.listoe@hel-enair.com)

## HYDRO PLANE RACES WERE MORE THAN A AFTERNOON IN THE SUN

*John Umbarger, F85 and Tri-City Herald, Kennewick*

Under the watchful eye of Leroy Gamble and members of Flotilla 85 some 30,000 spectators settled in for an afternoon of relaxation. The day did not turn out quite as everyone expected. That Sunday afternoon, July 27, 2008 during the Unlimited Hydro Plane Races on the Columbia River at Kennewick, WA, a fire broke out on vessel number 1 of four rafted-together pleasure craft anchored at the "lower anchor line" of the race course.

The fire soon spread to the second vessel (number 2) lashed to the fully engulfed boat.



In this photo, taken about 90 seconds after first smoke, boats number 3 and 4, the two craft farthest from the fire, had already released their lines and departed. The crew of vessel number 2, the one immediately adjacent to the boat on fire, had already successfully cut its forward lines but was unable to cut its stern rafting line which later melted, finally allowing the two boats on fire (one major and one minor) to disengage.

**HYDRO RACES CONTINUED ON PAGE 20**



*IR photo by Alana Listoe - Some auxiliary members patrol the water on personal watercraft.*

among the public — be visible and communicate with them," Armstrong said.

The crew constantly communicates about what they see in the water, where they are in the boat and what the next move is. They respectfully approach boats inquiring about proper requirements for boat operation.

"We educate the public and point out deficiencies in safety or legally," Cockeran said. "The rest of it is when we get a call (like for a boating accident). That's when you go into game mode."

This year he has assisted with numerous boating accidents, and his 16 years experience as a fire fighter came in handy the day he assisted with a boat that was on fire.

A good day on the water is one where auxiliary members assist the public without incident, Cockeran said. A bad day occurs when they assist with an injury caused by a boating accident.

The Coast Guard supplies certain equipment to the auxiliary but does not supply boats. Auxiliarists use their own boats, which must meet Coast Guard standards. However, having a boat is not a requirement to join.

It seems folks who volunteer with the auxiliary have two traits in common — they love the water and have a calling to help others.



**HYDRO RACES CONTINUED FROM PAGE 19**

Thanks to the immediate response and crewman skills of a USCG ANT Kennewick vessel and a Flotilla 85 Auxiliary vessel (shown in the photo), along with nearby civilian crafts, local law enforcement, and a race rescue vessel, 10 passengers were safely rescued from the burning vessels. Only one person suffered any injuries, a minor burn. One of the vessels was totally destroyed while the second received minor damage. The photo is courtesy of the Tri-City Herald, Kennewick, WA.

## 40 YEARS HONORED

*Correction to last issue of Buoy 13*

In our reporting last issue of individuals that have given 40 years service to the USCG Auxiliary last issue we accidentally left out Russell Johnson from FL 54. Bravo Zulu to Russell for his exceptional devotion to duty over all these years.

## IT BEGAN LIKE MANY OTHER EARLY SUMMER NORTHWEST OREGON DAYS.

*Kenneth R Babick Sr, Vice Captain-7*

Light breeze and warm temperatures.

Boating traffic was light, and the sun was finally out.

Today was going to be different in many ways.

The Steamer Portland was on its way to Cascade Locks, Oregon to participate in the first steamboat races on the Columbia River in 56 years.

The last steamboat races on the Columbia River occurred in 1952 between the Portland and the Henderson.

Jimmy Stewart had narrated the races for KEX radio.

This weekend, the races were going to be held as part of the Cascade Locks Sternwheeler Days featuring several races between the Steamer Portland and the Columbia George Sternwheeler.

The Steamer Portland is unique in that it is also home

to the Oregon Maritime Museum and has a home berth on the Willamette River seawall. Besides being a museum, this 186-foot steam tug was the floating star in the Movie "Maverick."



The Columbia George sternwheeler is still active as an excursion boat above the Bonneville Dam.

The United States Coast Guard Auxiliary was contacted to provide an escort and make way as needed for the Steamship Portland. Had someone fallen off the paddle wheeler, a rescue operation could have been difficult in the cold swift current of the Columbia River.

The CG Auxiliary, Flotilla 73, provided 2 facilities to escort the ship. One of the museum docents, Lynn Easton, was also on board the paddle wheeler and was wearing two hats that day. Besides his role with the paddle wheeler, he is also a member of USCGA Flotilla 73. He became a vital communications link and liaison between the CG Aux facilities and the captain of the steamer.

At the same time, other members of Flotilla 73, had pre-staged in Cascade Locks with a newly acquired and barely functional Emergency Command Post. The command post was purchased with Division funds and outfitted thru cash and equipment donations from Flotilla 73 members. Several pieces of Coast Guard radio equipment had just been installed and the command post was on its 'maiden voyage'. The command post is a 23 foot recreational trailer

**IT BEGAN LIKE CONTINUED ON PAGE 21**



**IT BEGAN LIKE CONTINUED FROM PAGE 20**

that will be outfitted with a full array of HF, VHF and ham radios.

The plan is that it will be able to provide all emergency communications equipment anywhere in CG District 13 with one phone call.

The intent was to provide a communications link to the on the water assets working the steamboat races and have a presence for recruiting and public affairs in the mid Columbia Gorge area.

Just as the Portland was attempting to moor up in the old Cascade Locks, the steering apparently failed and the Portland began to drift backwards in the river current. The prevailing winds sent the Portland to the Oregon shoreline.

The crew on the steamer deployed both navy anchors but they were dragging on the bottom unable to get a bite of the rocky river bottom, as the steamer barely missed one of the bridge pilings of the Bridge of the Gods.

The auxiliary patrol commander, Ken Babick, radioed the emergency command post and told the operator, SO-OP Jim Price, that he was now activated as patrol commander, and was to take over as the patrol commander. Price then became the command center for all the auxiliary units, the two sheriffs units, the Coast Guard helo, and arriving emergency responders on the shore side

The Coast Guard launched a rescue helicopter and it arrived about the same time as sheriff units from Skamania and Hood River Counties.

Since the steamer was still drifting downriver towards the dam, surface assets began making preparations to start evacuating passengers if need be.

Babick made communications contact with the liaison on board the steamer and they were advised to get everyone into life jackets, get passengers seated, check for injuries, and make sure that everyone was calm. Assets were advised, that at that time, the boat was not taking on water, and there were no injuries.

The paddle wheeler continued drifting downriver until the paddle wheel, still turning, smashed into the rocks on the Oregon shore.

A radio call was made for assistance to any vessels in the area. The tug 'Invader' from Vancouver WA, was waiting to transit downriver at Bonneville Dam with a juvenile fish transportation barge and heard the call. He dropped his barge at the dam and headed back up river to assist the Portland. Because he left a crew member on board the operating barge with no way to get to shore, Todd Mains and his OPFAC was sent to insure that the crew person was safe.

Once the tug Invader had towed the Portland to a safe berth at the Port of Cascade Locks, USCGA members went aboard to assist passengers disembark to waiting buses.

It was only after the incident did we discover that the emergency command post was also absorbing a great deal of work from Sector Portland since their phone lines all went down at the same time. This left them unable to respond to media calls about the incident.



As the day progressed, the emergency command post served as a central point for arriving teams from Station Portland and the Incident Management Response Team.

Media also used the command post to get situation updates.

All in all it was a disappointment for many folks who hoped to see the "Great Sternwheeler Race", but the fact is, no one got hurt, the incident was managed in a most professional way and the Coast Guard Auxiliary members proved that they are "Semper Paratus"

## CHILI COOK-OFF BENEFIT CASA

By THERESA HOGUE  
*Gazette-Times reporter*

Spicy cooking and a healthy spirit of competition were both be in abundance at the Benton County Fairgrounds on Sunday September 6<sup>th</sup> as the Benton County Sheriff's Office presents a Chili Cook-Off to benefit Benton CASA (Court Appointed Special Advocates).

The event included 15 booths featuring competing chili cookers, beer and beverages, live music, door prizes, and a lot of family-oriented fun.

Nicole Dodson, event organizer, is a volunteer with the sheriff's office, and one day casually asked Benton County Sheriff Diana Simpson if they'd ever held a chili cook-off. As a native of Houston, Texas, Dodson was used to such fund-raising events in her hometown. Simpson said they hadn't held one, but that if Dodson liked, she could start working on arranging one.

Dodson said she hadn't intended to volunteer herself for the duty, but once she started thinking about it, she got excited at the chance. She and Simpson decided the event would raise money for a favorite local nonprofit of Simpson's, Benton CASA, which links abused children in the court system with volunteer advocates.

"Every penny goes to CASA, none of it goes to the Sheriff's Office," Dodson said. "They are merely the big presence behind it." Simpson said CASA is a natural fit with the Sheriff's Office.

"We're the first responders in homes where (children) have been abused and neglected," Simpson said, so her officers see first-hand the need to advocate for those children.

In past years, Simpson's family has often held its own chili cook-offs, and she's pleased that her husband will be a cook on one of the teams, while she'll be a judge. She said the blind taste-testing will ensure that fairness will be upheld during the competition.

Teams include members of the Sheriff's Office, Cor-

vallis Fire Department, Philomath Police Department, Parole and Probation, the Parent Enhancement Program, Clodfelters, the Corvallis Police Officers Association, the **U.S. Coast Guard Auxiliary of Flotilla 65**, the Chamber of Commerce, and two community teams. Participants bring their own recipes, and set up their own booth where all of the cooking is done. They must decorate their booths with themes, and offer raffle items to raise extra money for CASA.



*Lee White, Mel and Emily Chaput of Flotilla 65 serving up chili in the Auxiliary booth.*

What a great event and a great cause for children. The Coast Guard Auxiliary Chili team took third place in vegetarian (even though it had 6 pounds of lean ground beef) maybe it was bocca burger???? They took third in fund raising (which was all left over from the Luau on Saturday). The Auxiliary sold soda pop and bottled water and raised \$119.95. We also took another prize which Lee White will have to add to this note but all in all it was fabulous. The cooks were Head Chef, FSO-CM Lee White, Assistants DCP Mel Chaput, member Chris Ruston and FSO-PE Emily Chaput, with guest of honor Como. Miller helping stir the Chili. Running our PA booth out front with the other events was FC Jerry Pritchard. Joining us at half time was FSO-PA Annette Maichen, VFC Dale Jacobs and FSO-FN Amy Jacobs. Thank you to all of our crew and thank you for assisting Benton County's cause of assisting children that need a voice - - CASA. Anyone up to doing this again for another children's cause?

**CHILI COOK-OFF CONTINUED ON PAGE 23**



**CHILI COOK-OFF CONTINUED FROM PAGE 22**

"It's all about showmanship," Dodson said. As a life-long chili fan, Dodson said, she knows what it takes to make good chili. "The flavor has to be spicy," she said. "It has to have a good kick to it."

Celebrity judges helped determine which team was crowned with the chili cook-off crown. They included Judge Locke Williams, Corvallis Mayor Charlie Tomlinson, County Commissioners Annabelle Jaramillo, Jay Dixon and Linda Modrell, restaurateur Cloud Davidson, Sheriff Simpson and CASA director Joanna Engle. OSU basketball coach Craig Robinson also will make an appearance at the event.

Some of the event highlights included fire trucks, marine patrol boats, Benton County Sheriff's Office cruisers, the K-9 unit, a REACH Air Ambulance helicopter, Oregon Army National Guard displays and the Sheriff's Posse.

CASA was created by an Oregon statute (ORS 419A-170) that mandates that children who are made wards of the state because of abuse will be appointed a special advocate who will represent their best interest, as the court determines whether or not they'll be turned back over to the custody of their biological parents.



*FSO-PE Emily Chaput handing out the chili while Como Miller looks on. -The cook off for raising money for CASAbrought in \$110,000 that day. The Auxiliary took 3rd place for vegetarian chili however they had about 6 lbs of hamburger in it. They also won for the toys/boats we brought. Photos by FSO-PA Annette Maichen.*

According to Engle, Benton County residents are particularly lucky, because there are enough volunteers that every child who becomes a ward of the court receives a CASA representative. "That's very rare," Engle said.

## **WOOD ON WATER FESTIVAL**

**8/03/2008**

*Barbara Burchfield*

USCG Auxiliary Flotilla 19 contributed to the Wood on Water Festival at Blaine Marina on August 3, 2008, with Vessel Safety Checks, boating information and displays, and other useful nautical instructions such as tying knot, etc.

Joining them in the festivities were vessels and crew from USCG Station Bellingham, the Sea Ark from Bellingham, Flotilla 19 facility from Blaine, and two Canadian Auxiliary units from Delta Crescent Beach. The five boats entered the harbor together, creating its own visible flotilla to spectators at the marina.

Mid-afternoon, Hoyt Hatfield and crew aboard the facility "Hoyt's Toy" provided a safe area while USCG Auxiliary facility Sea Ark and Canadian Auxiliary boats did some cross training.

Canadian Auxiliarist Mike Reynolds did a live "Man Overboard" drill to show recovery tactics with he Rigid Hull Inflatable Boats (RHIB) used by the Canadian Coast Guard. Check out the technique for water rescue by 'rolling in' a person over the hull.



*Bob Busch, Drew West, and Festus Burchfield are looking happy with the outcome.*





*Clever way to roll the 'victim' up those inflatable curved sides of the boat. Not recommended on steel hull boats! That's Joe McClain, DSO-OP-13, on the stern keeping a keen eye on events.*



*Sea Ark Coxswain Bob Busch gives crew Drew West and Jeff Shaw information to setup for towing the Canadian Auxiliary boat.*



*All wet but still smiling. Good job, Mike. Let's do it again!*

## LEE BOWEN (CAN MEMBER) SAVING CANOIST'S LIFE NEAR SEQUIM, WA

*Marilynn Leonard*

Dick Halsaver, US Coast Guard Auxiliarist from Flotilla 42 in Port Angeles, is the Citizen's Action Network coordinator for the Sequim area and east through Port Townsend. Late afternoon on Saturday, July 19<sup>th</sup>, Dick received a phone call from Mr. Lee



Bowen, a CAN volunteer living on the water in the Dungeness Bay area north of Sequim. Mr. Bowen reported that a man in a canoe appeared to be struggling with currents and waves, about a mile offshore from that location. With the man in view in his telescope, Mr. Bowen related that the canoeist seemed to be well equipped with a PFD and other safety gear, but was not making progress and appeared to be taken further out into the Strait by the currents. Mr. Bowen asked Dick if he perhaps should report the situation to the CG watch center at Group/Air Station Port Angeles, or call 911. Gaining a few more details and deciding there was no real emergency at that moment, Dick recommended Mr. Bowen call the watch center and provided him with the direct number: 417-5840.

Following the event, Mr. Bowen provided Dick more details of his involvement and the related sequence of events. Dick believes Mr. Bowen's vigilance and the fast actions he undertook, in a potential life-saving situation, directly contributed to the overall purpose and value of the CAN program and reinforced its potential for citizen involvement in life safety and other USCG applications. Here are some details:

Mr. Bowen said that seeing a canoeist in front of their house is unusual, and to watch it struggle in wind, waves, and a strong tide indicated this had the potential of being a life-safety situation. Although the east bound canoeist was past the Dungeness Light, back into more protective waters at the edge of Dunge-

**CAN MEMBER CONTINUED ON PAGE 25**

**CAN MEMBER CONTINUED FROM PAGE 24**

ness Bay, and did not appear to be in immediate danger, Mr. Bowen sensed he soon could be in trouble. The canoeist as was not progressing, was drifting further out, and likely was quite fatigued. Having gotten the phone number, Mr. Bowen called the watch center to report his observations.

The watch center asked Mr. Bowen to continue to watch the canoeist as long as he could, even though the canoe was at risk of going out of sight, and was advised that the CG would dispatch a boat by trailer from Ediz Hook to John Wayne Marina to render assistance. Mr. Bowen, after terminating his call with the watch center, wisely called several neighbors and asked them to assist in observing the status of the canoeist. Immediately, through Mr. Bowen's initiative and leadership, it became a neighborhood team effort.

Mr. Bowen states that, soon thereafter, a civilian boat appearing well equipped for the conditions, and with two persons aboard wearing bright orange PFDs, emerged from John Wayne Marina, came into the area, and stopped to speak with the canoeist. Given their concerned actions, he had the impression that they may have had a former CG affiliation. Apparently feeling satisfied that there was not a dangerous situation, they then departed. Soon, a CG boat from Ediz Hook arrived on scene, went to the canoeist and, after some discussion, loaded the canoeist and canoe aboard, and returned to the marina. Mr. Bowen, who spent about 2 hours of being involved in this incident, stated that the watch center called him back and told him of the successful results of the mutual USCG--CAN volunteer effort. Apparently, the canoeist was enroute from Port Angeles to the John Wayne Marina.



This CAN-involved incident is being reviewed for lessons-learned and for incorporation in future training of CAN volunteers.

*Our Canadian Partners*

**NUMBER ONE CONTINUED FROM PAGE 16**

was able to streamline the awards system. In doing this they created a way for any Auxiliary member to recommend another Auxiliary member for an award and after review by an approval committee members are able to receive their awards as well as track the award if there are any problems. Recruiting efforts have also received a push over the last couple of years in a variety of ways, such as renewed energy in the flotillas, to more of the great classes and services the Auxiliary is known for. I was presented information from LT Matt Dooris that was published from The Corporation for National and Community Service on a report that they did in regard to volunteer statistics throughout the United States. In the report the District 13 states ranked among the highest in volunteer activity throughout the nation. The report also stated that in the United States the top area for volunteer focus was religious affiliated work followed closely by educational work. According to Gary Proudlock (auxiliarist and member of Flotilla 21) the interest in educational programs can also help to explain the District 13 numbers although not directly accounting for the recent increase. When asked why the District 13 membership numbers have grown so much, Gary stated that he believes the longer boating safety courses are in part responsible for bringing in new members. "The longer boating courses give people the opportunity to meet and connect with the Auxiliary members teaching, as well as give people a better idea as to what the Auxiliary is about". In a report on exit survey results that I received from Jim Pennewell, over half of the 69 members polled stated that helping boaters and learning boating skills is why they joined the Auxiliary. Education courses brought another well known Auxiliarist in as a new member, Commodore Bruce Miller.

According to the Commodore, the increase in membership numbers for District 13 can be attributed to "word of mouth" marketing from the Auxiliarist as well as increased energy within the flotillas. The commodore first explains District 13's numbers as being a result of increased focus on retaining existing members as well as bringing in new ones. He states that this is done by making sure members feel good about being a part of the Auxiliary, are getting what they want out of it, and are involved in an energized and enthusiastic flotilla. The Commodore also confirmed that partnerships with other local agencies have been responsible for both growth and creation of flotillas. An example of this is seen in The Dalles, Oregon where assistance from the local sheriff's department helped in creating the foundation for a new flotilla. In Yakima a small flotilla decided to hold a picnic for their members as well as retired Coast Guard members. The picnic got media attention, encouraging the flotilla to go out and do more and the increased activity helped the growth of the flotilla as well as the reputation of the Auxiliary in the local area. Commodore Miller also believes that active members should follow up with inactive members, and lend a hand as mentor to make sure the inactive member gets the support they need to get the most out of their time in the Auxiliary, and is given a positive experience that they feel compelled to tell others about.





*Micah Steinbach, right, was sworn in as a new member of Coast Guard Auxiliary Flotilla 54, Yaquina Bay, Newport Oregon, by Auxiliary National Commodore Steve Budar at the District 13 Conference which was held in Grand Mound WA, at the Great Wolf Lodge on September 13th 2008.*

## KEITH HAYNES SR. ROCK & ROLL

USCG Auxiliary member Keith Haynes. VFC F-42 Divion 4 is one of our Top National PV's. But we bet you didn't know the following about Keith. He started music lessons at the age of 7 in Percussion from "Mousey Miller" "who was taught by the late Gene Krupa" which is where Keith's Big Band/Swing roots came from, and where Keith's Krupas like style was formed. Like all youngsters Keith liked the Rock and Roll energy and having the privilege of living near a few top recording artist who let Keith become interactive with them and with 5 years of lessons under his belt they let him set in on practice sessions and they all were astonished at his abilities at such a tender age of 12. Keith knew this was his destiny for better or for worse and his marriage with music is still strong today. Keith at age 12 moved back to Jackson county WV for a few years finish school and to live with his father who supported Keith in his music career and encouraged his studies in music and helped him while he played in several bands. Keith went on to become a Studio Drummer in Nashville, TN. as well as in Los Angeles and other Cities around the U.S.. Keith also toured as a

solo Artist promoting his own album Danger Zone in Which he Charted Time Machine, Shot in the Dark and Nowhere to go but Crazy on the National C&W Charts in 1986-7. Keith also had the experience of befriending the late Steve McQueen and was on the Movie set in AZ. while he filmed the western Tom Horn and helped the Sound Tech. with recording. Keith was an extra in the Movie Stir Crazy starring with Gene Wilder and Richard Pryor at the Tucson Arizona filming. Although Keith had a taste of the Motion Picture business he still prefers the Music side of entertainment as a career. "I know more what I am doing in this regard" Keith Said. Keith's interests in all styles of music has helped him to be one of the most versatile drummers and musicians in the business and he enjoys it all. Keith says "Why be limited, I am not stuck in one style only, this is to boring to me. Playing different styles over the years has helped me to borrow from one style for another and to articulate various rudiments and such into some unique sounds. A true musician has to be creative and spontaneous, and to be able to reach out to the listener and capture there Heart and soul and hold them in the pocket." Limiting myself to just one style of music is not for this drummer/musician and song writer." Keith recorded his Danger Zone LP in Nashville, TN. after meeting producer and musician Jack Solomon while preparing to play the Andrew Jackson Fair at the Hermitage. Jack's wife Melba Montgomery who released 10 Albums with George Jones and 5 with Charlie Luvan Before releasing her hit song No charge sang back ground vocals on Keith's Album. A great friendship has been developed which continues to this day. Keith said "Jack and Melba are quality people and I enjoy working with them, they



are great friends and they are so talented!" Keith now resides in Washington state but visits WV and TN. in which he has family and friends. Keith still has a working relationship with Monroe enterprises in Nashville but it is near it's final days and Keith is looking for other avenues and adventures to pursue.



## RECREATIONAL BOATING SAFETY STRATEGY – 2009

By: Tony Ford, Chief, Prevention Department,

13<sup>th</sup> District Staff

The 13<sup>th</sup> District strategy for reducing recreational boating accidents and fatalities was released by Mr. Dan Shipman, 13<sup>th</sup> District Staff. Mr. Shipman is a retired USCG Surfman and full time civilian employee of the Coast Guard. At the September District meeting, he presented five Objectives to the 13<sup>th</sup> District Auxiliary Board and detailed focus areas in Washington, Oregon, Idaho and Montana.

Focus areas listed in Table 1 are the places that have high accident and fatality rates.

Division	FOCUS AREA	Division	FOCUS AREA
1	Everett Snohomish County	2	King County Seattle Harbor Mercer Island
3	Pierce County	4	Clallam County
5	Fern Ridge Reservoir Rogue River	6	Columbia River (Clatsop County) Nehalem Bay Tillamook Bay
7	Columbia & Willamette Rivers Columbia River – The Dalles	8	Grant County Nez Perce/Clearwater Chelan All of Snake River Pend Oreille Lake Hayden Lake Dworshack Reservoir Clark & Benton County
10	Flathead Lake Canyon Ferry Hauser Lake Yellowstone River Houtler Lake Fort Peck Lake Missouri River Flathead River Georgetown Lake Whitefish Lake	11	Boise & Valley County Payette Lake Brownlee Reservoir

Here are the OBJECTIVES – we must consider each one in relationship to the Focus areas in Table 1. Each of them serve to decrease accidents and injuries.

**OBJECTIVE 1 - Advance Boating Education:** Develop a budget to assist Auxiliary public education in remote areas; support state implementation of mandatory boater education education (Idaho & Montana); develop public affairs programs & mass media campaigns; develop annual Safe Boating Week programs.

**OBJECTIVE 2:- Life Jacket Wear:** Target focus areas with education, prevention and enforcement efforts; promote PFD wear during public education opportunities, public affair events, ramp activities; emphasize inflatables; challenge industry & boating organizations to support PFD loaner programs; use real live situations (drawings, etc.) to emphasize wearing of PFD's

**OBJECTIVE 3 - Navigation Rule Compliance:** Beef up public education efforts; Work with state agencies and local prosecutors to impose stiff penalties for navigation rule violations. Identify high risk areas where navigation rules violations are more likely to occur; Work with state agencies and other partners to design outreach programs to include vessel security zones and other relevant homeland security issues for high risk areas; Conduct outreach to local marinas, yacht clubs and other organizations providing information and assistance.

**OBJECTIVE 4 - Boating Under the Influence:** Beef up public education efforts; encourage states to beef up BUI enforcement; develop District public affairs program;

**OBJECTIVE 5 - Operator Compliance:** Target focus areas with education and public affairs campaigns; increase vessel safety checks in focus areas; public education classes are promoters of compliance.

After Mr. Shipman's presentation Tony Ford, Prevention Department Head, led a discussion on initial ideas on how we would respond to the objectives. He pointed out that our future efforts must be a total team approach, we must be creative and aggressive, cross geographic boundaries if needed, change the

**SAFETY STRATEGY CONTINUED FROM PAGE 27**

organization if needed; involve all levels of the Auxiliary, create local and state partnerships and consider funding sources at all levels. When we look at the focus areas and strength of the Auxiliary in those areas, we may have to be creative, aggressive and cross geographic boundaries. This is clearly the beginning of a long range planning process that will surely fail if we do not follow up on progress.

District Commodore Bruce Miller strongly endorsed the challenge laid down by the "Gold Side" and directed the District Board to present their plans at the February District meeting.



## COAST GUARD MUTUAL ASSISTANCE

*Jo Ann Grubb*

Have you made your 2008 CGMA contribution? This is a program that helps not only the active duty and reserves, but also Auxiliary members in case of emergencies. In past years several District 13 Auxiliary members have benefited from the program.

The Coast Guard Mutual Assistance program for 2008 was not promoted as in past years. This year, contribution requests for CGMA were sent directly to each Auxiliarist in all Districts/Regions rather than sending them to each FC as done in the past and relying on their dedication to the program for dissemination and promotion to their membership.

District 13 has only had contributions in the amount of \$1294 in 2008. Possibly you have misplaced the information that was sent out. It is not too late to

send a contribution. Your contribution may be helping your fellow Auxiliarist or you may be in need of help in the future. You can send a contribution check to: Coast Guard Mutual Assistance, P.O. Box 97261, Washington DC 20077-7185.



Members should include their District, Division and Flotilla numbers. A wealth of information for promoting the CGMA program can be found on CGMA Website, [www.cgmahq.org](http://www.cgmahq.org)

Last year alone, CGMA provided to members of the "Coast Guard Family", including Auxiliary members, more than 5620 loans and grants totaling over \$4.1 million.

### *History of Coast Guard Mutual Assistance:*

Coast Guard Mutual Assistance has a long history of helping the men and women of the United States Coast Guard.

Originally established in 1924 as *The League of Coast Guard Women*, the organization was to "minister to the general welfare of the commissioned officers, warrant officers, enlisted men and civilian employees of the Coast Guard and their immediate families."

In 1941, *Coast Guard Welfare* was formally established and took over the mission from the League.

In 1979, the name was changed to *Coast Guard Mutual Assistance*. Coast Guard Mutual Assistance was incorporated in the State of Virginia on 01 January 1998.

Today, Coast Guard Mutual Assistance offers aid to the entire Coast Guard family; active duty and retired military personnel, civilian employees, commissioned officers of the Public Health Service serving with the Coast Guard, Reservists, Auxiliarists, and their families.

**"We Look After Our Own"**



## ENUMCLAW NATIVE AMERICAN DANCERS SHARE THEIR CULTURE AT DISTRICT BANQUET

*Tom Murphy, SO-PV, Div 5*

Attendees at the Auxiliary District 13 Training/Conference held at Great Wolf Lodge in Grand Mound, Washington, were treated to an entertaining and educational performance by Native American dancers ranging in age from kindergarten through Golden Age. After the Pizza Party dinner Saturday night various dance styles and regalia were demonstrated including: Jingle Dress; Women's Traditional; Boy's and Girl's Fancy Dance; Grass Dance; and Men's Traditional. The MC, Sonya Bonnell, commented on the various dances, and the dancers were accompanied by a Muckleshoot tribal singing and drumming group.

Toward the end of the program, the dancers invited audience members to participate in several social dances including a Friendship Dance and an Oklahoma Two-Step. This turned out to be quite a notable event for those who joined in, giving them an opportunity to directly experience the dance movements with the accompanying drumming and singing.

In the afternoon preceding their performance the dancers were provided passes to the GreatWolf Lodge Water Park, and afterward they had pizzas delivered prior to their trip home.





IN REMEMBRANCE OF OUR FRIEND AND MENTOR  
FRANK RAMER







U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
United States Coast Guard  
Thirteenth Coast Guard District

915 Second Avenue  
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16794  
August 20, 2008

Personal note from the District Commander to all Thirteenth District Auxiliarists,

Over the past twelve months we have been tremendously busy tackling a broad array of challenges in collectively carrying out our hi-tempo prevention and response operations. Accordingly, I want to take a moment to express my sincere gratitude to each of you for a job exceptionally well done.

Examples of outstanding Auxiliary performance include the Columbia River Buoy 10 fishery, Wanapum Lake patrol and Columbia Cup on-water support where you helped educate thousands of boaters with superior results. Last October, you showcased planning and ICS skills during TOPPF 4 -- our nation's largest and most important multi-agency emergency response exercise. Following the catastrophic December storms and record flooding, you demonstrated an ability to respond and engage quickly and effectively in extreme conditions. Your mission execution has been unparalleled in my long experience as an operator.

As District Thirteen Commander, nearly every day I am briefed on some aspect of your incredible service. Unfortunately most of my "service" these days involves policy, resources and readiness thus I'm not typically plying the beautiful waters of the Pacific Northwest. However, during SEAFAIR weekend that changed when I had the opportunity to watch our Auxiliarists carry out their duties from the race pits, from the log boom and from various vessels in the patrol force. In my 32 years of Coast Guard service I've had many opportunities to observe the actions of Auxiliarists from all over our nation. While I've always appreciated the high level of service provided by our Auxiliary brothers and sisters from other regions, I can say unequivocally that I've never seen a finer group of spirited, enthusiastic and dedicated volunteers than I saw on and around Lake Washington during this high-profile, four-day operation.

I watched as you respectfully educated boaters, maintaining an air of confidence and control in keeping thousands of often-unruly skippers "in line" and in safe water. I observed your fine seamanship skills as you carefully navigated in and out of rafts of vessels and safely around hard-to-spot swimmers. I listened to your tactical planning over the command net -- it was always clear, concise and sharp! I saw you rush aid to boaters in situations where you selflessly put the welfare of others above that of yourself, not in an isolated incident, but time and again.

Although not able to work with you each as an individual, I am confident that you are carrying out your important missions across the District with the utmost professionalism whether alone or as part of a team. As a vital component of the operational Coast Guard, you should be very proud of your significant accomplishments, I am. On every occasion and in every situation you have represented the Thirteenth District in a manner that embodies our Core Values. I thank each of you for the essential services that you render our Nation and the maritime public -- BRAVO ZULU!

Sincerely,

J. P. CURRIER  
Rear Admiral, U. S. Coast Guard  
Commander, Thirteenth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

## United States Coast Guard Auxiliary

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**OFFICIAL BUSINESS**



**DISTRICT 13 USCG  
AUXILIARY TODAY**

*Auxiliary Facility 161220 passes the commercial fishing fleet docks in Newport, Oregon,  
on their return to Station Yaquina Bay for debriefing. USCG Auxiliary photo supplied by Donna Cox, SO-PA, Div Five.*